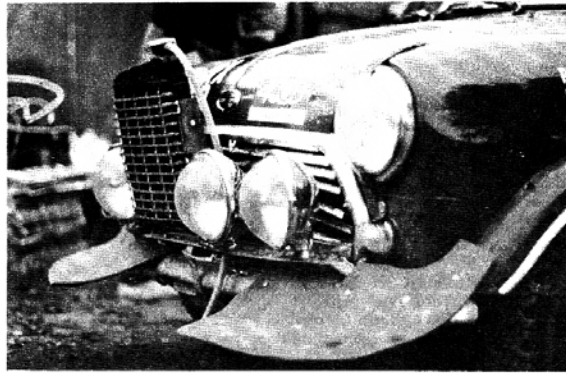


# HARVEY AND BECKMAN TA

By: Bob MacGregor

There was a good thrash in the Mountains of Alberta on the first night of the six-day, Calgary to Halifax, Shell 4000 Car Rally, and according to the winner, Scott Harvey of Michigan, "The last 40 miles were the roughest", but apart from that, most competitors agreed that this year's event was one of the least challenging. Prairie roads that are normally a sea of mud were bone dry and plenty of horsepower seemed to be the answer. Harvey and his navigator Ralph Beckman lost only 8 penalty points with their Barracuda Formula "S", while the second place car, the Rambler of Paul MacLennan and Jim Peters

little to talk about except for unprintable remarks from rallyists who rolled over or otherwise were put out of the running. Some of the servicing was impressive, and if you want to know the difference between amateur and professional rallying, you should have been in Wawa, Ontario when this year's Shell 4000 went through. A private entry, the Porsche 911 of Toronto's Fritz Hochrueter and Ron Carney had punctured its gas tank on a rough road near Fort William and driver Hochrueter was under his car frantically stuffing bits of rubber into the hole, but meanwhile having a friendly chat with the control point



Hopkirk's cause of disqualification

the first night, an extra radiator was installed on the front bumper. It disappeared then came back again several times during the rally when it's conformity to the F.I.A. rules was questioned. The Austin Team knew their car was going to be disqualified, but they kept it in the rally anyway, because it was getting good publicity. However, when Hopkirk's navigator Mike Kerry checked into a control two minutes early, and an irate Ontario farmer blocked the car for four more minutes the Austin people decided to go along with the disqualification. Besides, reporters were starting to tell stories about how difficult it was to get one little Austin from one end of the country to the other without having a gaggle of mechanics along.

have the smallest service organization, or in any case, the least visible, and fortunately for them they seemed to have no problems with their cars, although one of them sounded quite sick at the finish. Another service truck that didn't have much work to do, was the Toyota of the Norfolk Enterprises three car Toyota team of Hudson, Quebec. The three cars entered by Florent Guilbault were just not fast enough to keep up on the dry roads, but they also did not break down and so their service vehicle spent most of its time helping some of the privately entered competitors.

Scott Harvey, who won this year's rally appeared to have run pretty well trouble free, although he was seen at Cornwall tying a rope around the transmission mounts of his Barracuda, but he did not

seem to have any "visible means of support". Harvey did an extensive amount of practicing prior to the rally, and he said afterward that the experience he gained bashing around roads in a practice car was invaluable. "I was too bad I only had myself to use it on", said the Chrysler engineer, "Next time I would like to enter a team of cars".

The various sponsored teams were helped considerably by the publication, three days before the start of the rally, of a list of the special closed road high speed sections. This, combined with the stopover points that had been given out, made plotting the rally route relatively easy. Most of the serious contenders had made practice runs on the special sections, and almost all had pace notes.

## First Time

It was the first time that European type professional rallying was really seen in Canada and it is not surprising that the top placed cars were on sponsored teams. One can only admire those two Renaults that got into the top ten with no support at all. The drivers even had to buy the crests they wore on their jackets.

But amateur rallyists, don't be disheartened - even pros can make mistakes. Despite weeks of planning and attention to every minute detail, the Austin 1800 of Fall and Johnson rolled down the starting ramp with the gas gauge reading "Empty".



Ralph Beckman at a checkpoint

of Ontario had 16. Tom Jones and John Medwell of Ontario finished third in another Rambler with 18 points, while another Rambler driven by Hunter Floyd of Alberta and Lutz Ecker of Toronto took fifth place with 25 points to wrap up the manufacturers team award for the "little old lady's" Rambler American.

The Datsun of former South African rally champion Ewold Van Bergen was in fourth position navigated by Toronto's Paul Manson, and the rest of the results await the decision of CASC stewards who are studying the decision of an appeal board. However they decide, the sixth place car will be a privately entered Renault Gordini, driven by either Haydn and Sylvia Gozzard of London Ontario, or James Potts and Ernest Wilson also of the London area.

## Lowest Rate

Fifty-four of the sixty-nine starters made the finish, the lowest rate of attrition the rally has ever had. This was attributed to the fact that the cars had no difficulty keeping up the average speeds and where they couldn't, controls were placed in such a way in many cases to give the drivers time to catch up if they were lagging.

This year's Shell 4000 may be the last - it will not be the most memorable. Reporters covering the event found

officials who were passing mooseburgers to the drivers.

## Checked

Paddy Hopkirk on the other hand was all business, having had his Mini-Cooper checked over by his service crews who were hidden in a village up the road. Another Austin team member, Tony Fall, arrived in Wawa with a brand new right front fender that had been damaged in a rollover on the Prairies. He also had visited the mysterious Austin garage and before the rally was over, his car's body work was filled with putty, metal plates and other devices to keep it from being penalized for body damage. Work enroute was supposed to have only been done by the drivers of the competing cars, and when I asked Fall's navigator Denis Johnson of Montreal whether anyone other than he and his co-driver had worked on repairing the car he replied, "Officially, no." Unfortunately, there was no copy of the Gideon Bible in the hotel room we were in.

The ubiquitous Austin mechanics who made the six-day, 4000 mile Calgary to Halifax trip in a couple of Pontiac station wagons to keep their little English cars running under the rough Canadian conditions did an excellent job in "The Case of the Now-You-See-It, Now-You-Don't Radiator" on Hopkirk's car. After overheating problems almost put the Mini out of the rally on

The Datsun people had a pretty good organization set up for this year's Shell 4000 too, only their service trucks kept running into animals, and when two-time 4000 winners Klaus Ross and John Bird hit a culvert and bent the transmission alignment, they had to do most of the repair work themselves. They would have been D.N.F. at Winnipeg if Bird hadn't had the bright idea of calling the local police and getting a light flashing, siren screaming escort to the next control point. They stayed in only by two minutes.

The Ramblers, seemed to



A Buick at Sherbrooke



Vezina and Turmel, first team from Quebec, and also winners of the MMRC Trophy